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WASHINGTON, THURSDAY, MAY 23, 1839.

[WHOLE No. 229.]

FOREIGN MISCELLANY.

From the United Service Journal of April. ON NAVAL HYDROGRAPHY, AND THE SURVEYS AT PRESENT IN HAND.

BY CAPTAIN BASIL HALL, R. N.

MR. EDITOR: It has long occurred to me that you would be rendering an agreeable and useful favor to the country, were you to bring into popular notice an important branch of the public service, of the extent and value of which few people are fully aware; and I shall feel very happy if you consider the following notes worthy of your admirable Journal, and likely to engage attention. I do not pretend, by any means, to have exhausted the subject, as that is a task which could be performed only by a person actually engaged in the service alluded to, and who, at the same time, should have ready access to all the official documents connected with the multifarious works in hand. My chief purposes in drawing up this memorandum are, first, to explain, as briefly as may be consistent with distinctness, the objects of a surveyor's duties; and, secondly, to show with how much skill and perseverance the work has been executed, and thence to claim the national gratitude for high duties well performed, but which, up to this time, have been little known, except to the hardy laborers themselves and their immediate employers.

It may, indeed, be safely said that in some respects no case is harder than that of our naval officers who are employed as hydrographical surveyors, and are sent to examine and make charts of the different coasts of the globe, though it might, perhaps, be difficult to point out any service of more real or more lasting utility. Upon it not only depends the security of navigation at its most difficult and dangerous stage, but it greatly contributes to the well-being of commerce; and thus, besides involving so many of the comforts of those who "set at home at ease," it most essentially tends to lessen the hardships and dangers of a sea life, which, manage it as we may, must still have enough to encounter in the winds and waves, that no science can lull, no skill evade.

Even those who have never been afloat, or have made no voyages beyond their own well known shores, can understand of what vital importance it is, when visiting remote coasts, (or, indeed, any coasts, far or near, whether in the British Channel or in the Japan Seas,) to be well acquainted with the nature of the shore along which their ship may be navigating. Even in the finest weather, with the fairest wind, and in the districts most free from danger, there is still a constant risk, even in the day time, unless the position of the headlands, the depth of the water, the set of the tides, the variation of the compass, the direction and force of the prevalent winds, and various other items, be more or less carefully known and taken into account. But when the region over which a ship is steering is but imperfectly known, is seamed with partially examined shoals, or is fretted with insulated, sunken rocks, or barred up with insidious coral reefs, over which currents run, the speed and course of which are uncertain; and if the winds be irregular in their force, and the local laws by which they shift unsettled; and if to these causes of distraction the fearful addition of darkness be added, during a long and dreary winter's night, the anxiety which besets the mind of the commander of a ship must have been often felt to be fully appreciated. In like manner, the sort of buoyant confidence, and even pleasure, with which he sails along a *well-surveyed coast*, can be duly understood only by those

who have made many voyages. Let him be but sure of his position by the infallible means now in the hands of every well supplied navigator; and let him be sailing on a properly laid down coast, however dangerous, and in whatever weather, he feels no alarm, but only pride, that in the darkest night he can make his way with certainty, guided by his chart, his lead line, his well-corrected compass, his occasional reference to the stars, and by the help of those greatest of all earthly comforts to the sailor, light-houses. But, as we said, to render nautical science useful, to impart the least advantage to the lead-line, or to render this or that course steered by the compass at all available in practice, or to render even the sight of a light-house a blessing, the coast along which the ship is navigating must be accurately traced, the soundings must be well determined, not merely at one time of tide but at all times, and the quality of the ground must be ascertained and recorded; the rate at which the tides flow, and what are their devious courses, must be specified; some acquaintance, too, with prevalent winds must be added, in order to enable a ship to profit by all these combinations which determine her position, not to mention such drawings of the land as may enable strangers to recognise points on the coast which they had never seen before. To any one who understands what has just been said, the heavy responsibility which falls on the hydrographical surveyor will also be duly allowed for.

In many other departments of the naval service there occur long periods of duty of which the details may be performed with more or less slackness without any material detriment to the public service; and often some of the highest exploits in war are dependent upon transient contingencies, which it is the province of genius to seize hold of at the moment, in order to command that ultimate success by which alone the public are in the habit of judging of merit. Even in making voyages, especially distant ones, a very loose kind of navigation will get a ship safely along in the open sea; and though, of course, a well conducted ship will always, in the long run, beat one which is handled in a slovenly way, if at last both vessels reach their port in safety, nobody cares much about any thing else, however indifferently the service may have been performed during the voyage.

But the hydrographical surveyor has no such seasons of relaxation in the performance of his duty, since he can never for one moment intermit the utmost stretch of his vigilance without incurring a risk so serious, that if he have a single spark of the proper feelings of an officer in him, he will shrink, as from a crime, at the slightest deviation from the most rigorous exactness which his means are capable of attaining. Every cast of the lead which is taken on board his ship, or in his boats, is loaded with its separate, specific responsibility; every angle taken from every station, whether on land or rolling about in a boat, every compass-bearing, every measured base, every part and parcel of his work, in short, must be executed with the maximum degree of care, or it is altogether worthless. To explain this in a single instance, it may be stated, that where the tide rises and falls considerably, each sounding taken at any moment but that of low water has to undergo a correction. In like manner, the direction and the velocity of the tides have to be computed for every hour of the ebb and flow, and every anomaly faithfully recorded, whether it be understood or not. No one operation, indeed, in the whole course of a survey can be negligently performed without deterior-

rating all the rest, and rendering it a great deal worse than useless; for it must be recollected that when navigators come afterwards to make use of the charts which have been constructed under the high sanction of a government survey, they rely implicitly (since they have no means of judging of it for themselves) upon the fidelity with which the surveying service has been performed.

And this leads me to speak of the primary importance of good faith on the part of a surveyor, not only in making, but in recording his observations, and also in what is called reducing them, that is, computing the results, and finally projecting his chart from the raw materials laboriously accumulated in the course of the operation. Unless all this be done with the strictest fairness, unless every care be taken in making the proper allowances for the errors of his instruments, and for time and tide; and unless in the multifarious, and often complicated, calculations by which even the least important part of the plan is to be settled, the utmost pains be taken to avoid error, the whole becomes a mass of mischievous confusion. The temptations, indeed, to avoid difficulties, to cut across to the results by short roads, and to make the show without the substance of a chart, are so numerous, and lie so far out of the way of ordinary detection that indolence, or indifference, or ignorance, or bad faith, will be too apt to accept the compromise, and fall into slovenly habits. Accordingly we really do not know any branch of the public duty which more imperiously requires for its due performance all the most honorable requirements of an officer and a gentleman than that of a maritime surveyor.

If this assertion appears at first a little exaggerated, we are confident it will cease to seem so to any one who goes a few steps further into the enquiry, and learns the still more trying obligations which the surveyor has to fulfil.

In speaking above of the minute care which every part of the survey requires, we spoke for the purpose of illustration, as if the officer in command of the service could by possibility execute all the details with his own hands, as if he stood in the ship's chains, or in the boat, and hove the lead himself; as if, finally, he measured every angle with his own sextant, and with his own eye! This, however, even on the smallest scale, is manifestly impossible, and, even if it were possible, would be absurd as well as injurious. Absurd, because the same things can generally be better done by deputy; and injurious, because their performance would inevitably take away the commander's attention from things of greater importance, to which no one but he can pay sufficient attention.

It becomes necessary, therefore, in the first place, that the surveyor should be sure that all his people are competent to do their work; and in the next, to see that they actually do perform it correctly. The amount of knowledge which is required on the part of the commanding officer of a survey is, therefore, very considerable, and, to be at all useful in practice, must go a great way beyond the current demands which are made upon it. Accordingly, it becomes an extremely delicate as well as important part of his duty, to assign to each of his assistants the kind and degree of work best fitted to his peculiar qualifications. This, however, is only the beginning. No man, be his zeal what it may, ever does his duty properly, unless, in some shape or other, his exertions are noticed. He may be carried on for a time by the mere momentum of principle, and this principle may be so firmly seated in his mind as to prevent his ever doing any thing very wrong; but there is a wide latitude between not doing wrong and doing that which is quite right, and the very best for the service. So that unless a subordinate officer on a survey, as in any other position in life, be duly superintended, he will inevitably fall into negligent habits, in the course of time, and the sur-

vey will prove useless, or, as we have already hinted, often worse than useless.

Here, then, is brought at once upon the surveyor's shoulders far more than the average load of responsibility, which presses upon him without any intermission, is often of a very peculiar kind, and requires the closest description of vigilance. If all the soundings, angular measurements, and other details of a survey were made from on board the ship, or in boats stationed close to her, the captain might, by the ordinary exercise of discipline, ensure their correct performance. But by far the greater part of all these operations is done at a distance, in boats detached from the ship, or under other circumstances where direct personal superintendence is impossible. A higher sort of discipline, therefore, in the shape of moral influence, must be brought into play, and it becomes the arduous task of the surveyor to establish such a degree of authority over his people as shall ensure their serving under him, when out of his sight, with the same fidelity, and with the same zeal, as if they were actually working under his eye. He must teach them truly to love their work on its own account, and to be stimulated in its performance not only by a sense of duty, but by the certainty of gaining the approbation of their superiors, and by the generous hope of those eventual advantages which belong to patient well-doing.

This system, to be effective, must pervade the whole of a commanding officer's arrangements, and must include not only those persons employed in the primary manipulations of the survey, whether in the boats or on shore, or in the chart office on board, but must take into account the petty officers and seamen engaged in these services, as well as the ordinary duties of the ship. All hands, in short, must be kept in good humor, in order that all may work cheerfully together. If the general discipline be either too tight or too slack, this will never be the case; and it is wonderful to observe how all the operations of a survey, even those which it might be thought lie most out of the way of such influences, are made to feel the effects of good or bad discipline in the largest sense of the word.

An officer in command of a surveying service, as we have already mentioned, must, from the nature of things, be left very much to his own discretion, for it is generally owing to the hydrographical circumstances of a coast being imperfectly known that he is employed at all. He has therefore to decide at the moment in what manner the objects are to be attained. At one time it may be deemed proper to keep all hands on board, to work from the ship. At another, the ship may be anchored in a place of safety, and the boats be dispatched in a body or separately to explore districts in which it may be dangerous to expose the ship. The captain may consider it necessary to accompany such expeditions, or he may send them away under his officers; but whatever he does, he has the responsibility of the decision; and when it is considered that he is acting in unknown regions, where the dangers and difficulties are to be provided against at the very moment of their discovery, and where it will often happen that nothing is certain but the danger his ship is in, his uninterrupted anxiety may be in some degree imagined. Let it be recollected, too, that in the process of that minute investigation which the very essence of a survey implies, it is the duty of an officer to be almost perpetually incurring hazards, which at any other time it would be his express duty to avoid.

It happens fortunately for the public service that many of our surveyors are men of education, as well as talents and industry. Most of the officers now employed are likewise well informed geologists. Indeed, nothing comes amiss to them. They are geographers by actual employment, in the strictest sense of the word. They should know a good deal of history, something of botany, zoology, and of na-

tural history generally, to say nothing of meteorology. Even classical attainments have their value in some surveys; witness the elegant researches of Captain Beaufort on the coast of Karamania, or those of Captain Smyth, all round the Mediterranean, as evidenced by his interesting books, especially that on medals. Finally, in order either to perform his business properly in the first instance, or to render it available afterwards in the shape of charts and reports, the surveyor must be more or less of a draftsman, a mathematician, and a man of general science, or many of his opportunities will be lost, both to himself and his country.

We say nothing of those numberless minor details to which the commander of a survey's attention must be given, if he hopes to maintain that degree of cheerfulness amongst his officers and people which insures the hearty co-operation of all parties in advancing the work in hand. If, for example, the boats sent out shall be inadequately supplied with provisions, or be kept too long exposed to the heat of the sun between the tropics, or to the cold and rain beyond them; or if the hands left behind for the ship's duty be too few in number, the generous spirit of companionship in toil is gradually damped, and at last extinguished.

It may be said, and truly, that much of what we have pointed out here respecting the duties of a surveyor belong, with various modifications, to every description of the naval duties. Still we are not aware of any in which the sagacity, good temper, and general knowledge of his business on the part of a commanding officer tell so surely, or where the opposite qualities of ignorance, impatience, and want of professional knowledge produce more inevitable mischief to the service in hand.

I am tempted here to touch for a moment on rather an interesting professional controversy, namely, the relative advantages of the surveying service, and the ordinary employment of a man of war for teaching seamanship, and all the most important details of navigation. It strikes me as decidedly in favor of the surveying branch, chiefly from the nautical dangers and difficulties by which it is almost constantly surrounded. Unless under peculiar circumstances, a man of war is occupied chiefly in making passages from port to port, or in the easy and merry work of cruising; and her commander, as I have already remarked, avoids, on principle, rocks, shoals, and all those dangers which, on principle, the surveyor hunts for and closes with. Who shall say then that less seamanship is required in managing a ship which is placed continually in dangerous situations, on an open and exposed coast close in-shore, frequently surrounded with rocks and reefs unknown till he has discovered them, liable to be continually surprised in such situations by calms, by fogs, by darkness, or by the sudden springing up of gales blowing directly towards the land? Many men of war, indeed, pass years without encountering as many professional difficulties of a trying nature, so far as seamanship is concerned, as a surveying vessel meets in a month! How can it be maintained that any situation is more favorable for breeding good seamen, especially of the rank of officers, than a vessel constantly navigating amongst islands and shoals of an unknown coast, requiring the utmost vigilance on their part, and their enforcement of the most prompt obedience on the part of the men, as well as the quickest evolutions, in order so save the ship from the dilemmas to which she is every minute exposed? While it can hardly be doubted that for acquiring a knowledge of nautical astronomy and scientific navigation generally, the surveying service is much the best school, for its requirements are unceasing. A few of the general etiquettes of the service, indeed, and some of the important duties of a fleet, cannot be learned, or fully kept up on a survey. But a judicious officer will not fail, even

there, to maintain all the regulations of the service entire, while habits of vigilance, of promptitude, and prudence may be engendered so as to be turned to the highest account in every department of the naval service afterwards.

Unfortunately for these poor fellows, their hard and incessant labors are so completely unseen by the rest of the world, that their services count for little, and they have often, until lately, been allowed to pass off the field without one smile of favor, while others, whose acts were not half so useful, but which happened to be more brilliant and better suited to catch the public gaze, have been extolled to the skies and loaded with distinctions seldom awarded to the hardy surveyor! It happens also that the published records of a survey are rarely possessed of much popular interest. Their charts are no doubt of the highest possible interest to the mariners who use them, and ought to be objects of respect and gratitude to the public, and particularly to the owners of ships, the safety of whose property they so directly insure; but to the rest of the world they are so totally unknown, that the surveyor must make up his mind to let virtue be its own reward, so far as reputation goes, and even to sigh long for his promotion, unless he should be fortunate in a hydrographer at the Admiralty, who may claim, and by well-timed representations secure, advancement for his hard-working officers.

I think, therefore, that you will be doing no more than an act of justice to many very meritorious men, and be rendering an acceptable service to your readers generally, by publishing what has been done of late years in this department of the navy, under the directions of as able a superintending officer as ever it was the good fortune of any government to employ. And here I may surely be permitted to remark how important it is that, amidst all the storms of politics, and all the choppings and changes which they bring with them, there are some offices which the good sense of all sides exempt from official interference. Thus, happily for the cause of nautical science, and the best interests of the country, Capt. Francis Beaufort, himself well known as a voyager and a nautical surveyor, has held for ten years the situation of hydrographer of the Admiralty, and has been enabled to carry on uninterruptedly (which is half the battle) a long course of surveys both at home and abroad. Of these invaluable works, so useful and important in every sense of the words, the public certainly know too little. But as all these great operations have been carried on at their expense, and under the responsibility of persons employed and paid by them, they have a good right to know something of the manner in which their money has been expended. I shall therefore endeavor to give a brief, and of course imperfect, but, I trust, a faithful sketch of what has been done of late years in this department of the public service.

To begin with the object nearest to us, and in many respects the most important; it must be considered a very singular fact, that until the survey commenced only seven or eight years ago, and now almost completed, of the *river Thames*, no scientific, or even moderately exact examination had been ever made of the approaches to the greatest commercial city of the world, nor any records kept to show the alterations which time had produced in the limits and dimensions of this river, which, though a small one in comparison to those of the continent, is nevertheless more important in the eye of commerce than any one of them.

The late Lord High Admiral appointed Capt. Bullock to survey the river Thames, and this task he has completed as far as Margate, with a degree of accuracy which will, no doubt, be extended to the entrance of the river, where he is now engaged in her Majesty's steam ship *Boxer*. It is important to consider that, after this survey is completed, we

shall be able to ascertain, in a shorter or longer period, what is the "modus operandi" of nature in the growth, diminution, alteration in form, or change of position in the banks of the river, and in the multitudinous shoals which lie between them. Such knowledge of the laws by which these hidden dangers are regulated, if it does not in all cases show us how to apply a remedy, will confer a great service on navigation, by enabling the pilots to follow newer and better tracks, instead of blindly groping along old routes, from not having any means of detecting the gradual changes, which are constantly going on at the mouth of great rivers.

Next in order of position comes the great survey of the *North Sea* and the eastern coast of England, which has been carried on with a degree of industry and talent by Captain Hewitt, which, were its details as well known and understood by the country generally as they are by nautical and scientific men, would win for him a high place in public estimation. He has been about seven years, we think, "pegging in," as he calls it, the soundings of the North Sea, with a degree of accuracy heretofore not only unknown, but never even dreamed of, and probably unattainable before these days, for want of the requisite instruments.

I feel strongly tempted to give some details of the manner in which this accomplished surveyor executes his delicate work, and which I have had the satisfaction of hearing him describe. But it is foreign to my present purpose to mention more than the results which have been obtained, without adverting to the technical methods by which they have been got at.

The difficulty of obtaining astronomical observations in the foggy climate of the North Sea, often renders its navigation uncertain; and its numerous banks, shoals, and flat shores render it dangerous. But these very banks and shoals furnish in themselves a sufficient means of avoiding their dangerous parts, when due attention is paid to the varying depths and the nature of the bottom at those parts which are *not* dangerous. For this purpose the exact depth of water, and the colour, size and shape of the sand, gravel and stones at the bottom, must be everywhere accurately determined and carefully laid down on charts. Perhaps no work ever required a greater combination of the resources of science, labor, and zeal, than this extraordinary survey of the North Sea; probably none will prove eventually a greater boon to the mariner. The loss of the *Hero* and *St. George*, ships of the line, in 1811, was not, I believe, occasioned so much by stress of weather as by an uncertainty as to the exact position of the ships; and it is more than probable that, had they then possessed charts as good as those now in progress, they might have been saved. It is true there were numerous charts of the North sea in existence before, but there was not one approaching even to accuracy; nor could any useful map ever have been made by collecting together these detached, erroneous, and incongruous results of the efforts of individuals. To give the least chance of so extensive, and at the same time so very delicate, a work being executed in a manner likely to prove useful in the practice of navigation, the whole operation requires to be done under one system, and, if possible, by one hand. All this has been accomplished by the skill and diligence of Captain Hewitt, directed by the bold genius of the present hydrographer of the Admiralty, who originated the idea.

The same vigorous intellect which conceived the original notion of furnishing a *subaqueous map* of the North sea, struck out and put in execution the analogous plan of surveying the Irish Sea, or St. George's Channel, as it is sometimes called. This, besides being the avenue to the great commercial towns of Bristol, Liverpool, and Glasgow, is daily traversed by hundreds of coasters, and crossed and recrossed by steam boats, which are increasing every hour in num-

bers and importance. Like the North Sea, its soundings, if carefully determined and systematically digested, so as to be laid down intelligibly on a chart, should enable the seaman to navigate that channel with equal security, and almost equal facility, in the night, or in a fog, as in the clearest day! Critically speaking, we know, or at least we did know, scarcely any thing of these middle soundings till the present survey was commenced by Captain Belcher, just before he was appointed to H. M. S. *Sulphur*, and sent to the shores of the Pacific. His place has lately been taken by Captain Beechey, the able officer whose voyage to the Pacific the public are well acquainted with, and who now commands H. M. steam ship *Africa* on this extremely difficult service.

It is proper to explain that there are thus two distinct classes of surveys going on at the places above mentioned—one which may be called the *shore survey*, which is managed by people working partly on the land and partly in boats, but who do not generally carry their investigations beyond twenty fathoms depth of water, nor extend their distance from the land to more than three or four miles, though sometimes they go off to eight or ten; the other, to which we have above adverted, may be called the *deep-sea survey*, and has for its object the hydrographical connexion of the shore-surveyor's work with that of the intermediate channel.

Of these coast or shore surveys, the most important I shall now mention. The *eastern coast* of Great Britain is distinguished from all other parts of the United Kingdom, not only by the absence of ports of refuge or safety in hard easterly gales, but by having a larger proportion of shoals and dangers, while the coasting trade is more extensive than any other. Owing to the prevalence of westerly winds, indeed, this coast is generally what seamen call a *weather-shore*, and is, therefore, so far as that goes, not so dangerous as the other side of the island. But, until the recent surveys were undertaken, the charts were so bad, that it was often not possible to lay down the position of the numerous buoys and beacons amongst which the mariner had to thread his way, beset by the dangers alluded to.

[Concluded next week.]

PROCEEDINGS OF CONGRESS IN RELATION TO THE ARMY AND NAVY.

HOUSE OF REPRESENTATIVES.

WEDNESDAY, DECEMBER 26, 1838.

The SPEAKER laid before the House a message from the President of the U. S., on the subject of the fortifications on Pea Patch island.

THURSDAY, DEC. 27.

Mr. HAYNES moved the following resolutions:

Resolved, That so much of the President's message as relates to the defence of the frontiers against Indian hostilities, and the protection of the Indian tribes from the intrusions of citizens of the United States, so much thereof as relates to the establishment of a manufactory of small arms west of the Alleghany mountains, and to a manufactory of gunpowder, together with so much as relates to the report of the Secretary of War, and the public interests entrusted to the War Department, be referred to the Committee on Military Affairs.

Resolved, That so much of said message as relates to the Militia be referred to the Committee on the Militia.

Resolved, That so much of said message as relates to the report of the Secretary of the Navy, and the interests entrusted to the Navy Department, be committed to the Committee on Naval Affairs.

Resolved, That so much of said message as relates to the establishment of a national foundry for cannon, to be common to the service of the army and navy of the United States, be referred to a select committee, to report by bill or otherwise.

MONDAY, DEC. 31.

On motion of Mr. STONE,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of increasing

the pay of the volunteers or draughted militiamen who are now, or who may hereafter be called into the service of the United States. Also, those who are or may have been employed by the General Government for removing the Cherokees out of the States of Georgia, N. Carolina, Tennessee, and Alabama, and settling them west of the Mississippi, as well as those volunteers who have just returned home from the Florida war. Also, to provide by law for the payment of all horses and their equipage at their first valuation, which have either been turned over to the Quartermaster's Department by order of Gen. Jesup, or which have been lost by death, or become unfit for use on account of the Government having failed to furnish forage sufficient to sustain them.

On motion of Mr. NOYES,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of allowing the claim of Major Sylvester Churchill, of the United States army, for extraordinary services as inspector general with the army in Florida, Alabama, and Georgia, in the years 1837 and 1838.

On motion of Mr. GRENNELL,

Resolved, That the report of the Secretary of War of the 23d December last, on the "subject of the claims of the State of Massachusetts for militia services and expenditures during the late war with Great Britain," be referred to the Committee on Military Affairs.

On motion of Mr. LINCOLN,

Resolved, That the Committee on the Militia be instructed to consider the expediency of increasing the annual appropriation by Congress, for the purpose of providing arms and military equipments for the whole body of the militia of the United States.

On motion of Mr. LINCOLN,

Resolved, That the Committee on the Militia be instructed to consider the expediency of providing by law that the distribution of arms procured by virtue of the act making provision for arming and equipping the whole body of the militia of the United States, passed April 23, 1808, should be made according to the apportionment of the representation of each State and Territory in the Congress of the United States, or by some other rule of apportionment which shall, practically, be more equal and just, among the different States and Territories, in respect to their population, subject to the laws of Congress and of the States and Territories respectively, to enrollments in the militia, and the active performance of military duty therein.

Mr. LINCOLN submitted the following resolution; and the rule being dispensed with, it was read, considered, and agreed to, viz:

Resolved, That the Secretary of War be directed to communicate to this House a statement of the quantity and description of arms which, since the conclusion of the last war with Great Britain, have been procured and distributed to the States and Territories respectively, pursuant to "An act making provision for arming and equipping the whole body of militia of the United States," passed April 23, 1808; and also to state by what rule of apportionment the arms have been distributed, the manner and times in which the returns of the militia have been received from the States and Territories; whether those returns have been made annually, and, in default of such annual returns, what rule has been adopted in making the distribution, and for what number of years any of the States have neglected to make such returns; and, also, that the Secretary communicate to this House an abstract of the latest returns of the number of militia in the States and Territories respectively, with their dates, together with an abstract of the quantity and dates of the issue of arms upon such returns.

Mr. EVERETT submitted the following resolution; which was read, and laid on the table one day, under the rule, viz:

Resolved, That the Secretary of War be directed to lay before this House a statement of the number of troops, from the army and marine corps, militia, and volunteers, employed in the Seminole war since its commencement; the terms of service; the number killed and wounded; and also, a statement of the amount of moneys expended in said war.

On motion of Mr. GRANT,

Resolved, That the Committee on Military Affairs be directed to inquire into the expediency of repairing and rebuilding Fort Ontario, situated at Oswego, in the State of New York; and with the view of making such

inquiry, that said Committee correspond with the Secretary of War, Major General Alexander Macomb, and Colonel W. J. Worth, of the army, as to the probable expense of such repairs, and the importance of said fortification, as a military post, for the protection of the northern frontier.

On motion of Mr. MARVIN,

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of causing such parts of lakes Ontario, Erie, St. Clair, Huron, Michigan, and Champlain, and the bays contiguous, and the rivers and straits connected with said lakes, to be surveyed, and accurate maps and charts of such surveys to be made, for the security and safety of the navigation and commerce on said waters.

On motion of Mr. RUSSELL,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of rebuilding the fortifications on Carleton island, at the outlet of lake Ontario, in the county of Jefferson, in the State of New York.

On motion of Mr. PRATT,

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of authorizing a survey of the mouth of the Catskill creek in the Hudson river.

On motion of Mr. MITCHELL,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of making an appropriation to preserve the public works at Fort Niagara, in the State of New York, from destruction, and to put the same in complete repair.

On motion of Mr. YORKE,

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of making an appropriation for the erection of a breakwater on Crow shoals, at Cape May roads, in the Delaware bay.

On motion of Mr. GARLAND, of Virginia,

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of constructing steam ships for the naval service of the United States.

On motion of Mr. GRAHAM, of North Carolina,

Resolved, That the Committee on Military Affairs be instructed to inquire into the expediency of authorizing the militia to be called into the public service for a longer term than three months; and that they extend the term of service to twelve months, if they shall be so long required.

Resolved, further, That said committee inquire into the expediency of increasing the pay of militia soldiers to eight dollars per month.

On motion of Mr. LEGARE,

Resolved, That the Committee on Naval Affairs, to which was referred the memorial of the Charleston Chamber of Commerce, in relation to nautical schools, be requested to take the subject into consideration, and report thereon in the course of the session.

On motion of Mr. J. W. ALLEN, of Ohio,

Resolved, That the Committee on Commerce be instructed to inquire into the expediency of making an appropriation for the commencement of a breakwater at the harbor of Cleveland, in the State of Ohio, on the plan suggested in the report of Captain Henry Smith, on the files of the War Department.

Mr. JOHNSON, of Louisiana, submitted the following resolution, which was read, and agreed to, viz:

Resolved, That the Secretary of War report to this House the progress made in the construction of Fort Livingston, at Grand Terre, Louisiana; the sum expended in the said work; the amount yet applicable to the object; and, also, the causes which have retarded the completion of the said fortification.

On motion of Mr. DUNN,

Resolved, That the Committee on the Public Lands inquire into the expediency of providing by law for the issue of land scrip for the satisfaction of such warrants for bounty land as have issued, or may hereafter issue, for revolutionary or other military services.

On motion of Mr. EWING,

Resolved, That the Committee of Claims be instructed to inquire into the expediency of abridging its onerous duties, by reviving such sections of the act passed the 9th day of April, 1816, entitled "An act to authorize payment for property lost, captured or destroyed during the last war," as may be deemed proper, and to embrace horses lost and private property consumed by mounted

rangers, and militia, and volunteers in the authorized campaign of 1811, previous to the formal declaration of war in 1812; also, into the expediency of authorizing and granting to the officers and privates in the service of the United States as rangers, volunteers, and militia, for six months, altogether, from and after the date of the order given to the army to imbody to march to Tippecanoe, in 1811, to the end of the war, scrip sufficient to enter a tract of public land each, apportioned according to rank.

On motion of Mr. CASEY,

Resolved, That the Committee on Roads and Canals be instructed to inquire into the expediency of making an appropriation for the improvement of the navigation of the Great Wabash river.

On motion of Mr. MILLER,

Resolved, That the Committee of Ways and Means be instructed to inquire into the expediency of making an appropriation for the further improvement and completion of the harbor of St. Louis, Missouri; also an appropriation for the improvement of the navigation of the Mississippi river, from the mouth of the Ohio to the mouth of the Missouri river; and also an appropriation for the improvement of the navigation of the Missouri river from its mouth as far up said river as Fort Leavenworth.

On motion of Mr. CRARY,

Resolved, That the Committee on Naval Affairs be instructed to inquire into the expediency of so re-organizing the Navy Department as to dispense with the services of the Board of Navy Commissioners.

WEDNESDAY, JAN. 2, 1839.

Mr. BELL, from the Committee on Indian Affairs, submitted to the House three communications from the Secretary of War to that committee: the first containing the report and estimate of the Commissioner of Indian Affairs on the subject of the expenses of making the disbursements of that office; the second enclosing a communication from the Commissioner of Indian Affairs, asking for authority to employ additional clerks in the Indian office; the third enclosing a report from the Commissioner of Indian Affairs, on the subject of the small-pox, which still prevails among the Choctaws, Chickasaws, Cherokees, Creeks, and Seminoles.

Ordered, That said communications be referred to the Committee on Indian Affairs.

Mr. EVERETT submitted the following resolution, as a modification of the resolution moved by him on Monday the 31st December ultimo, and laid on the table one day, under the rule, viz:

Resolved, That the President of the United States be requested to lay before this House, at the commencement of the next session of Congress, statements of the whole military force employed, and of all moneys expended, in carrying on the Seminole war; exhibiting, in tabular forms, as far as practicable—

1. *In relation to the regular army and marine corps*: the numbers of artillery, of infantry, and of dragoons; the length of time in service; the number of resignations and desertions; the numbers of the killed, and of those who died of wounds or sickness; the number and the gross amount of pensions granted on account of wounds received in service; the gross value of arms and ammunition issued, and the gross value of the same lost or destroyed; the number and gross value of the horses in service, and the number and gross value of those lost in the service; and the gross amount paid or due for pay, for rations, and for forage.

2. *In relation to the militia and volunteers*: the numbers of artillery, of infantry, and of dragoons; the length of time in service; the State or Territory from which they came; the numbers of the killed, and of those who died of wounds or sickness; the number and the gross amount of pensions granted on account of wounds received in service; the gross value of arms and ammunition issued, and the gross value of the same lost or destroyed; the number of horses in service, the number lost, and the gross amount paid or due therefor; and the gross amount paid or due for pay, for rations, and for forage.

3. *In relation to the Indians*: the number employed, the tribes from which they came; the length of time in service; the gross amount paid or due for pay, for rations, and for forage; and the gross amount of all incidental expenses relative to their employment.

4. *In relation to all expenses of the war, not included in any of the above statements*: statement of the gross

amount of the different subjects of expenditures, and under separate heads, so far as they are kept in separate accounts on the books of the Department; and in all other cases, a general statement of the amount and object of each expenditure.

5. *In relation to the removal of the Seminoles*: the number removed; the time when removed; and the gross amount of all expenses for their removal and subsistence.

The said resolutions were read, and laid on the table one day, under the rule.

Mr. DOWNING presented a communication from Napoleon L. Coste, lieutenant commanding cutter Campbell, in relation to light houses on Loggerhead key and East key;

Also, a communication from W. W. Hory, of New York, and Robert Leslie, of Baltimore, on the subject of a light-house on Cape Canaveral;

Also, resolutions of the Legislative Council of Florida, relative to light-houses, port of entry, and post routes;

Also, a resolution of the House of Representatives of the United States of December 20, 1836, relative to a new collection district at St. Joseph, in Florida, and a light-house at Cape St. Blas;

Also, a report of a survey of Carysfort reef, on the coast of Florida, and a communication from Winslow Lewis, of Boston, upon the same subject;

Also, an estimate of Col. J. J. Abert, of the Topographical Engineers, as to the survey of the harbor of St. Joseph, in Florida;

Also, a resolution of the House of Representatives of the United States relative to an appropriation for buoys on the bar at St. Augustine;

Also, a copy of a bill making an appropriation for the improvement of certain harbors in the Territory of Florida and Wisconsin for the year 1838.

THURSDAY, JAN. 3.

Mr. UNDERWOOD submitted the following resolution; and the rule which requires it to lie on the table one day being dispensed with, it was read, and agreed to, viz:

Resolved, That the Secretary of War be directed to communicate to this House, as speedily as practicable, all the facts touching the defalcation of General Charles Gratiot, late Chief Engineer; showing the time when he was first a defaulter, and for what sum; what orders were given stopping his pay in consequence of his default, and when; and what orders were given him directing the settlement of his accounts, and when; together with all correspondence on the files or books of his office relative to said Gratiot's defalcation:

And that the Secretary of War be directed to communicate to this House, as soon as convenient, all facts and correspondence relative to the defalcation of any and every civil or military disbursing agent or officer now in service either in the staff or line, subject to the orders of the War Department, who has failed, within the last two years, for a longer period than two months, to settle his accounts in the manner prescribed by law; or who, upon settlement, has been found in arrears to the Government, and has failed to pay over the balance against him when demanded.

The SPEAKER laid before the House a letter from the Secretary of War, transmitting a statement showing the expenditure of the appropriation for the contingent expenses of the military establishment during the year 1838; which letter and statement were laid on the table.

FRIDAY, JAN. 4.

Mr. CUSHING, from the Committee on Foreign Affairs, to which was referred a message from the President of the United States in relation to territory of the United States beyond the Rocky mountains, and to which the subject was committed, by resolution, on the 14th of December ultimo, made a detailed report, accompanied by a bill (No. 976) to provide for the protection of the citizens of the United States residing in the Oregon territory, or trading on the Columbia river or its tributaries; which bill was read the first and second time, and committed to the Committee of the Whole House on the state of the Union; and ten thousand copies extra of said report were directed to be printed.

Mr. CUSHMAN submitted to the House a letter from the Secretary of the Treasury to the Committee on Commerce, accompanied by a communication to him from Samuel F. B. Morse, dated at Paris, in France, October 27, 1838, upon the subject of his (Mr. Morse's)

electro-magnetic telegraph; which letter and communication were laid on the table.

SATURDAY, JAN. 5.

On motion of Mr. HARLAN,

Resolved, That the Secretary of War be directed to communicate to this House a statement of the final settlement of the accounts of Lewis Cass, late superintendent of Indian Affairs; of the annual salary of said superintendent; and of any extra compensation, commissions, or other allowances, over and above his annual salary, which have been credited or allowed to him at the Treasury Department; and at what time, and under what law or rule of the Department said allowances were made; together with any opinion which may have been given by the Attorney General in regard to said accounts or allowances.

MONDAY, JAN. 7.

Mr. KEMBLE presented three petitions of officers of the line of the army of the United States, setting forth at length, the difference of pay between the line and staff of the army; the unequal rate of promotion of officers of the line, when compared with those of the staff; and contrasting generally the duties of the officers of the staff and of the line; and praying Congress to place the line of the army upon an equal footing with the several staff corps.

Mr. DOWNING presented a resolution of the Legislative Council of the Territory of Florida, urging upon Congress the necessity and utility of erecting a light-house on Cape St. Blas.

Mr. DOWNING presented a resolution of the Legislative Council of the Territory of Florida, urging the necessity of an appropriation being made by Congress for the erection of a marine hospital at the city of St. Joseph.

Various other petitions of the same nature were presented and referred.

TUESDAY, JAN. 8.

Mr. HAYNES, from the Committee of Ways and Means, reported a bill (No. 983) to provide for the support of the Military Academy of the United States, for the year 1839; which bill was read the first and second time, and committed to the Committee of the Whole House on the state of the Union.

On motion of Mr. HAYNES, from the Committee of Ways and Means,

Resolved, That the Committee of Ways and Means be discharged from the further consideration of the estimate for the new barracks for the cadets, and barracks for a company of dragoons, and stables for their horses, at West Point, and that it be referred to the Committee on Military Affairs.

Mr. McKAY, from the Committee on Military Affairs, reported a bill (No. 987) making an appropriation for the payment of a company of volunteers mustered into the service of the United States by Captain Drane, and which acted as a guard to a party of emigrating Cherokees; which bill was read the first and second time and committed to the Committee of the Whole House on the state of the Union.

Mr. INGHAM, from the Committee on Naval Affairs, reported the following resolution:

Resolved, That Thursday, the 10th instant, from and after one o'clock, be specially assigned for the consideration, in preference to any other business, of House bills—

No. 703. For extending and improving the navy yard at Brooklyn, and for constructing a dry dock at the same;

No. 573. To regulate the pay and emoluments of pursers;

No. 572. To alter and regulate the navy ration;

No. 670. To authorize the purchase of two vessels, to be employed as receiving vessels in the naval service;

No. 571. For reducing under one head of appropriation various appropriations for building, rebuilding, replacing, purchasing, and repairing vessels of war, and for providing materials for the same;

No. 525. For the payment of certain pensions heretofore paid out of the privateer pension fund;

And if all said bills shall not be finally disposed of on said day, then, and in that case, the next succeeding day from the hour aforesaid, shall be, in like manner, assigned for the further consideration of the same.

A motion was made by Mr. PETRIKIN to amend said

resolution, by striking out bill No. 703; which motion was disagreed to.

On motion of Mr. WISE, the resolution was amended, by inserting therein bill No. 652, for the augmentation of the marine corps.

A motion was made by Mr. RUSSELL to amend the resolution, by striking out the words, "and if all said bills shall not be finally disposed of on said day, then, and in that case, the next succeeding day, from the hour aforesaid, shall be, in like manner, assigned for the further consideration of the same." This motion was disagreed to.

A motion was made by Mr. TOLAND to amend the resolution, by inserting therein bill No. 777, for building a dry dock at Philadelphia, which motion was disagreed to.

A motion was made by Mr. SMITH to amend the resolution, by inserting therein bill No. 403, for the erection of hospitals on the western waters; which motion was disagreed to.

And the question was put that the House do agree to the resolution as amended,

And passed in the affirmative—two-thirds voting therefor.

WEDNESDAY, JAN. 9.

The SPEAKER laid before the House a letter from the Secretary of War, transmitting a report of the Chief Engineer in relation to Fort Livingston, called for by the House on the 21st December, 1838; which letter and report were ordered to lie on the table.

The House proceeded to the execution of the special order of the 8th inst., and resolved itself into the Committee of the whole House on the state of the Union; and, after some time spent therein, the Speaker resumed the chair, and Mr. BANKS reported that the committee had, according to order, had the state of the Union generally under consideration, particularly the bill (No. 703) for extending and improving the navy yard at Brooklyn, and for constructing a dry dock at the same, and had come to no resolution thereon.

Mr. BELL submitted to the House a communication from the Secretary of War to the Committee on Indian Affairs, recommending the appointment of a full agent for Indian affairs to the Osage tribe, in lieu of the sub-agent now with said tribe; which communication was referred to the Committee on Indian Affairs.

SATURDAY, JAN. 12.

On motion of Mr. McKAY,

Ordered, That the Committee on Military Affairs be discharged from the consideration of the resolution of the House of the 31st of Dec. last, requesting said committee to inquire into the expediency of repealing so much of an act, approved March 2, 1833, "to improve the condition of the non-commissioned officers and privates of the army and marine corps of the United States, and to prevent desertion," which revives the punishment of stripes and lashes for that offence, and that the said resolution do lie on the table.

Mr. JOHNSON, of Maryland, from the select committee appointed on the 10th of January, 1838, upon so much of the message of the President of the United States at the commencement of the last session of Congress as relates to the establishment of a national foundry for cannon, to be common to the service of the army and navy of the United States, and which committee was continued over to the present session of Congress, by order of the House of the 7th July, 1838, made a report thereon at length, accompanied by a bill (No. 1032) to establish a national foundry for fabricating cannon for the use of the army and navy of the United States, which bill was read the first and second time, and committed to the Committee of the Whole House on the state of the Union.

ITEMS.

Commo. RIDGELY has been re-elected President of the New York Jockey Club.

The Philadelphia Herald says that the Corps of Topographical Engineers have commissioned Mr. SULLY to paint for them a half length portrait of Col. ABERT. Mr SULLY will repair to Washington city, next month, to execute the order.

The British brig of war Ringdove, Capt. Stewart, went to sea from Hampton Roads on Thursday evening.

WASHINGTON CITY;
THURSDAY, MAY 23, 1839.

The U. S. frigate Constitution, Captain D. Turner, dropped down to the lower bay, New York harbor, on Sunday morning. It was expected that she would have sailed on Saturday, but was detained, and did not get to sea until Monday. She proceeds first to Vera Cruz, carrying as passenger the Hon. POW-HATAN ELLIS, our Minister to Mexico. Mr. ELLIS was received on board with the customary salute, on Wednesday, the 15th. After landing Mr. ELLIS, the Constitution will proceed to her station as the flag ship of Commo. A. CLAXTON, in the Pacific.

The Board of Engineers and Naval Constructors, of which Capt. M. C. PERRY, of the navy, is President, was ordered to re-assemble in Washington yesterday. The Board met and was organized, all the members having arrived here on Tuesday afternoon.

THE FATE OF THE HORNET.—It is but too fresh in the memory of the surviving friends of those who perished in the United States sloop of war Hornet, in the Gulf of Mexico, several years since, that no survivors have appeared to tell her mournful story. Thy only remains of the vessel found were parts of boats, with the word Hornet painted on them, and a sailor's tarpaulin hat. At this late day we have the melancholy satisfaction to announce that a clue is yet to be found, and that a history of the last hours of the vessel may be obtained by those interested.

There is one survivor at any rate, a sailor; and a gentleman just returned from the prairies of Illinois has seen him. He found him cultivating the land upon the twelve mile prairie, near the Kaskaskia river. He states that he was saved in a boat with five others; that they were drifted ashore upon the island of Cuba, whence, after different changes and fortune, he is found at the west. He states that the Hornet was making for a harbor when she struck on a rock, and that he knows of the escape from the wreck of no persons except himself and his five companions. When our informant asked him why he had never reported himself to the Consul abroad as an American, or to the Department at home, he assigned as a reason that his term of service had not expired, and as he had no inclination to continue in the naval service, he avoided reporting himself, for fear that if he did he should be compelled to serve his term out.—*New York Dispatch.*

The truth of the above story is, to say the least, highly improbable, and indeed might with safety be pronounced impossible. The fate of the Hornet created so strong an interest in the public mind, at the time of the catastrophe, that it is impossible a sailor belonging to her crew could have arrived at any port in the United States without the fact being immediately known, with all the attending circumstances. If six men were saved, as is alleged, it is hardly to be believed that some one or more would not have communicated the particulars to the public long ago.

It is cruel thus to open wounds afresh, which time has long since healed, and to revive hopes which cannot be realized. The fate of the Hornet, like that of L'Insurgente, the Wasp, and the Epervier,

will always be involved in obscurity, at least until "the sea shall give up its dead."

In copying this account from the Dispatch, the Pennsylvanian adds:

Could not the informant of the Dispatch furnish the public with the name of the sailor who claims to have escaped from the Hornet? It is very strange that there should be five survivors of the gallant crew of that ill-fated vessel, and that the fact should have remained so long unknown, notwithstanding the enquiries at the time, and the anxiety yet existing to learn something of the melancholy catastrophe which robbed the country of so many gallant men. We must confess that we are somewhat inclined to doubt the correctness of the story told by the sailor farmer of Kaskaskia river, and to believe that all on board perished; but still the matter is worth enquiring into.

We return our thanks to the editors of the Louisiana, for regular slips from their office, by the Express mail, giving interesting information frequently in advance of the regular mail.

The notice of COOPER'S NAVAL HISTORY, intended for this week, is unavoidably crowded out.

ARRIVALS AT WASHINGTON.

May 16—Capt. B. L. Beall, 2d drags.	Georgetown
Major S. Churchill, 3d arty.	Fuller's
Lt. J. B. Magruder, 1st arty.	Mrs. Carlisle's
Major J. W. Ripley, Ordnance,	Fuller's
Capt. W. Maynadier, do	G street
Col. T. Cross, A. Q. M. G.	F street
Capt. R. Anderson, A. A. G.	
Col. D. E. Twigg, 2d drags.	Col. Hunter's
18—Capt. C. O. Collins, A. Q. M.	Fuller's
Capt. E. S. Winder, 2d drag.	Gadsby's
21—Lt. R. C. Asheton, Adj't. 2d drags.	
Comin'r. I. Mayo, navy,	Gadsby's
Capt. M. C. Perry, do	do
C. H. Haswell, Engr. do	
J. Lenthall, naval constr.	W. J. Stone's
Lieut. H. Moor, navy,	Gadsby's

PASSENGERS.

CHARLESTON, May 14, per steam packet Wm. Seabrook, from Savannah, Col. Cross and lady, Capt. Bullock. Per steam packet Georgia, from Norfolk, Capt. J. Tattall, of the navy. May 16, per brig Chili, from Havana, Major J. S. Lytle, of the army.

NEW YORK, May 15, per ship Normandie, from New Orleans, Lt. W. E. Aisquith, of the army.

ARRIVALS AT PHILADELPHIA.

May 15, Major Saunders, Capt. R. Anderson, army. May 16, Lt. J. B. Magruder, army, and lady. May 17, Lt. J. Stallings, navy; Capt. A. N. Brevoort, Marine Corps; Lt. R. B. Lawton, army. May 18, Captain R. Anderson, army. May 19-20, Capt. R. S. Dix, and lady, Lt. J. B. Scott, Major J. W. Ripley, Capt. S. Ringgold, of the army; Lieuts. H. Moor, E. S. Hutter, navy.

COMMUNICATION.

THE LATE CAPT. S. L. RUSSELL, U. S. A.

FORT FANNING, E. F., March 16, 1839.

At a meeting of the officers serving at this post, called for the purpose of testifying their respect for the memory of the late Captain S. L. RUSSELL, of the 2d infantry, recently killed in an engagement with the Indians, near Fort Dallas, on the Miami river, E. F., the following resolutions were unanimously adopted:

Resolved, That in the untimely death of Captain S. L.

RUSSELL, late of the 2d regiment U. S. infantry, his family have sustained an irreparable loss, society been deprived of one of its brightest ornaments, and the army of one of its most honorable, high-minded, and efficient officers; and that we do deeply sympathize with his family and friends in their sore bereavement.

Resolved, That the gallantry and courage displayed by the deceased in the engagement in which he lost his life, is worthy of our warmest admiration, and reflects the highest credit upon his character as a soldier.

Resolved, That in testimony of their high regard for his character as a kind husband, an affectionate father, a warm and generous companion, a devoted and consistent Christian, an intelligent, courageous, and efficient officer, the officers of this regiment be requested to wear the usual badge of mourning for one month.

Resolved, That a copy of these resolutions, signed by as many of the officers of this regiment as practicable, be sent to the family of the deceased, and to the editors of the Army and Navy Chronicle for publication.

ALEX. CUMMINGS, *Lt. Col. com'g 2d infy.*

GUSTAVUS LOOMIS, *Major 2d infy.*

E. K. BARNUM, *Capt. 2d infy.*

THOMPSON MORRIS, *Capt. 2d infy.*

J. J. B. KINGSBURY, *Capt. 2d infy.*

H. DAY, *Capt. 2d infy.*

J. W. PENROSE, *1st Lt. 2d infy.*

E. R. LONG, *1st Lt. 2d infy.*

J. M. CLENDENIN, *1st Lt. & Adj't 2d infy.*

I. R. D. BURNETT, *1st Lt. 2d infy.*

H. W. WESSELLS, *1st Lt. 2d infy.*

J. W. ANDERSON, *1st Lt. 2d infy.*

GEO. C. WESTCOTT, *2d Lt. 2d infy.*

A. T. HOFFMAN, *2d Lt. 2d infy.*

On account of the remote and distant stations of many of the officers of the regiment, it was thought advisable to transmit the above copy with the names annexed, rather than delay them longer, to obtain the names of others who would have joined us in these expressions of respect for our departed friend and brother officer.

J. M. CLENDENIN, *Adj't 2d infy.*

HEAD QUARTERS 2D INFY.,

Fort Brooke, E. F., April 20, 1839.

DOMESTIC INTELLIGENCE.

FLORIDA WAR.

We have received from a very intelligent source, several letters touching the military movements in Florida. The first is subjoined, and the others will follow in order. They are more particular than the generality of advices from the southern army, and are at this time, owing to the turn which the Seminole war has taken, of much interest.—*National Gazette.*

GAREY'S FERRY, E. F., May 1, 1839.

DEAR SIR: A multiplicity of engagements, consequent upon the every day changes in the departments connected with the army, has materially interrupted my social correspondence, but now that I am temporarily released from the harassing duties which chained me to the dull monotony of "two and two is four," I will endeavor to mend the breach.

On the 14th ult. Gen. MACOMB announced his arrival in the Territory, and has since established his headquarters at Fort King, where the first savage outbreak, in the massacre of Gen. THOMPSON and several others, occurred. His instructions to commandants of posts "preparatory to a treaty with the Seminole Indians," are that all who come in must be kindly treated and provisioned, and all allowed free communication with the forts. *Arpiucki*, commonly called Sam Jones, has declared that he will put to death any messenger sent with peaceable overtures. The truth of such declaration is highly probable. * * * Officers of intelligence and experience, whose opinions are highly esteemed here, ridicule the idea of a treaty with the whole nation of Seminoles. Some few, indeed, may partake of the banquet spread before them, and, as before, receive the traitorous bribe,

but the emigration day will come and pass only to prove our imbecility.

Nothing positive is yet disclosed regarding the instructions of Gen. MACOMB, but it is generally believed that all the country south of lat. 28°, and west of 4° longitude (from Washington) is to be ceded to the Indians for a certain period, or perhaps forever; at least until they can no longer subsist themselves upon that miserable and almost inundated district, when the liberality of our government must again be exercised in a twenty million war. This will be an assailable point in the administration, if any arrangement short of removal of all the Florida Indians to the West, be made by Gen. MACOMB. Because the tillable land south of Charlotte river is inadequate to their support; and the capture by our troops, and sales by themselves, for powder, lead, rifles, &c., of nearly all their negroes, having left them almost wholly without agriculturists, and the means of acquiring subsistence by further sales, they must rely entirely upon their own exertions. Game of all kinds is excessively scarce, and the fisheries, therefore, present the only alternative: how well an indolent lands-people can compete with the old Spanish fishermen, a single season would illustrate by the old song, "We want something to eat,"—an appeal to our charity—which, if not promptly acquiesced in, would result in a renewal of the measures of 1835.

Removal, unconditional removal, is the only surety of peace. For 5,000,000 acres of fine land our Government agreed to pay the Seminoles 295,000 dollars, by instalments, and give them a narrow strip of land on the Canadian river, far beyond the Arkansas, valued at 400,000 dollars more; which, together making 695,000 dollars, is "the munificent provision" for ceded land which would this day sell for six millions of dollars!

Several companies of the 2d regiment of dragoons are about to leave for Baltimore, and the remainder will speedily follow. The 4th artillerists have, I presume, already reached New York. The 1st and 6th regiments of infantry and all the artillery will be withdrawn whenever Gen. MACOMB shall be satisfied that the Indians are all south of the line. So I shall soon be within speaking distance of you, as all the dragoons, artillery, and infantry, that go north are to be concentrated at or near Carlisle, Pa., for instruction and discipline.

The 7th infantry are to remain on guard at a *cordon* of posts of observation, stretched along the line previously indicate as the probable boundary. I feel sorry for the poor seventh! Its history has been one of apparent persecution. From the wilds of Flint river, in Georgia, where it endured intense suffering for many years, it was transplanted six hundred miles up the Arkansas, in 1821, in the midst of the most ruthless savages; and when the handy work of man wrought its way to them—as if intent they should not enjoy the smiles of civilization—they were driven still further off, and located upon the unhealthy cane-bottoms of the Neosho. Disease stalked among them, and nipped in the bloom of youth and manhood some of its finest ornaments; and now that active operations in Florida are about to terminate, the seventh is again the victim of partiality. There was a time when each portion of the army had something to hope for; when the fifth and seventh regiments might have anticipated, at least, a gleam of sunshine, a short respite at some comfortable station; but, alas! poor Gen. BROWN is no more. Yours, &c.

GAREY'S FERRY, E. F., May 3, 1839.

DEAR SIR: News have just reached here from Tampa Bay that the chief *Nea Thlocko-Emathla*, who voluntarily surrendered with others about two months ago, and was retained by General Taylor as an influential character for emigrating parties, had absented himself for several days previous to the 22d

of last month, and during that night he returned with a large party of hostile Seminoles and forced off a considerable number of the people who had prepared for emigration. Among the latter was a Spaniard, whom the Chief released and sent back to Lieut. Colonel Cummings with an assurance that neither he nor his people would attend the Council proposed by General Macomb, as the white man had two faces; that while a paper proposing a Treaty was circulating among them, the soldiers were hunting them down; that the Indians will make no treaty, and are prepared to fight as long as they can obtain ammunition or can use the knife.

Gen. Taylor's confidence in Nea-thlocko-Emathla was almost unbounded, relying very much upon his influence in obtaining the general consent of the nation to meet General Macomb in Council. The Chief was under an engagement to meet Gen. Taylor at Fort White, near the Suwannee, on the same day he returned to his nation.

For two or three days after, the Indians frequently approached within a few yards of the guard house at Fort Brooke, (Tampa Bay,) and are doubtless, still anxiously watching every movement. I am satisfied that there has been no period during the war, that our operations have not been anticipated by the Seminoles and our designs frustrated by their unceasing vigilance. They watched Dade and his party, and closely beset him, until their numbers sufficiently increased, to warrant a successful attack and massacre; while many miles distant, on the same day, Gen. Thompson fell a victim to his misplaced confidence in that villainous drunkard and thief, Powell, whom some of them fancy and ignorantly painted and sketched as one of the noblest and most undaunted of his race. General Clinch's passage of the Withlacooche was promptly disputed three days after, forty or fifty miles distant from the scenes of the other actions; and when General Gaines attempted to ford the river two months thereafter, the watchful sentinels were there to check his progress—and so have they exercised a vigilant surveillance over every operation of command sent against them.

Many hundred more of our soldiers and citizens might have been destroyed; but I am convinced from an accurate observation of affairs in this quarter that they avoided (I mean the great body of the nation and chiefs,) murders in many, many instances, under the hope that their forbearance would induce us to relax our determination of removal. The few depredations and murders west of the Suwannee, within the last few months, were most probably committed by some outlaws or vagabonds—from which no nation on earth can claim exemption. It may appear to be an extravagant expression of confidence, but I have not the slightest doubt that if all our troops south of this place were withdrawn, and no hostile demonstration made against them, the Indians would evince a peaceable disposition. But the whole difficulty was caused by a fraudulent treaty; and the war is against that treaty. We require a fulfilment of its stipulations; they deny its validity. As we insist upon the justice of the measure, and are contending for principles, policy forbids a withdrawal of our troops except by treaty. But I reiterate, if it were done, without negotiation, the most peaceful results would flow from it; notwithstanding it would be a tacit admission that we had discovered we were wrong.

GAREY'S FERRY, E. F., May 6, 1839.

DEAR SIR:—By an express which left General Macomb on the 4th inst. we learn that his efforts to obtain a hearing among the Indians, have, so far, been attended with but indifferent success. Within two weeks four white men have been killed in battle within a few miles of the General's quarters—indeed every express brings some intelligence of the Indians moving north into summer quarters. The

system of "military occupancy" seems to work indifferently bad. You know, I presume, that the country north of the Withlacooche, east of the Suwannee, and south of the Georgia line has been laid off in squares of twenty miles, near the centre of which a military work is to be erected, and the square committed to the charge of one or two companies, the commander of which is responsible that no murders are committed, and that no Indians remain within its bounds. By this system, General Taylor calculated upon driving the Indians south of the Withlacooche, and by following up the system eventually drive them to the jumping off place. But it is morally certain that more Indians are now within the square than there have been for several months previous.

Another express has just arrived from Fort King, and brings information of a formal application of General Taylor, to be relieved of the command in Florida. No Indians have as yet come in, and the General despairs of success in negotiating. He will probably remain here a month longer.

A proposition of a most singular character has been made to the President, and referred to the Secretary of War, and by him submitted to Gen. Macomb. An individual from the North proposes the employment of *Newfoundland Dogs*, which he states he will furnish at six dollars per head; or he will contract to terminate the war within a specified time upon certain conditions. The General has not yet decided upon this novel proposition, though he has it under consideration.

I will endeavor in my next to furnish you a notice of the Topographical Corps, and the outrage committed in its re-organization under the new law.

Yours, &c.

Coarespondence of the Savannah Georgian.

UPPERVILLE, GAREY'S FERRY, }
May 10, 1839. }

MY DEAR SIR: I have not written lately as there has been nothing in the way of news since the arrival of the General in Chief. He is still at Fort King, endeavoring to restore peace by making a verbal agreement with the Indians, to confine themselves to a certain portion of the territory, promising them that they shall not be molested if they keep within the boundary designated for them. The Indians are so much scattered, that it must take some time to make them acquainted with our intentions. As soon as this is done the war may be considered over. Five regiments of foot will remain in the territory, and the rest leave for their proper stations.

TALLAHASSEE, May 8.—Once more we are compelled to darken our columns with the atrocities of the unrelenting and wakeful Seminole. All has been quiet for some time past, but it was only the fearful calm which precedes the storm.

Lieutenant Hulbert was a native of New York, and a graduate of West Point. We sincerely mourn the loss of these valuable young officers of our army.

The following letter from Capt. Peyton, we publish *verbatim*.—*Star*.

ST. MARKS, May 7, 1839.

SIR: I have this moment returned from Deadman's Bay, and have to communicate to you the melancholy intelligence of the murder of Lt. Hulbert and private O'Driscoll, of the 6th infantry, by the Seminoles.

The express rider between Fort Frank Brooke and Fort Andrews did not arrive in season, and Lt. Hulbert, with 10 men, went out from the place on the 3d May, to ascertain the reason. About half way between the two posts, the command was halted, and Lieut. H. with O'Driscoll, of F company, went on in advance, intending to pass the night at Fort Frank Brooke.

They were both shot by a party of Indians at the

14 mile creek, probably while watering their horses. O'Driscoll's horse ran into Fort Frank Brooke, slightly wounded, and gave the first news there.

Four balls were shot through Lieut. H., but neither he nor the soldier was scalped. Both bodies were interred on the 4th ult. at Deadman's Bay. The express rider has not yet been found, and but little doubt is entertained of his death.

Very respectfully, your obedient servant,

R. H. PEYTON, *Capt. and Ass't Q. M.*

Col. W. DAVENPORT, *1st Inf. com'g.*

From Fort King, of the 4th inst., we learn that no Indians had yet come in. A *new talk* has been carried out by 15 prisoners, men, "women and children," covered with presents to the arch heretics, that they come in and sign a treaty to "live in peace south of Pease creek, and west of the Everglades. They are informed that posts will be extended from Tampa to Fort Mellon, and the whites are to keep north, and the red men south. The prisoners are at liberty to return if they please. Gen. Taylor had demanded a court of inquiry in relation to the Missouri volunteers, and tendered his resignation of the command in Florida. He says that he is willing to command a *district*." Gen. Taylor has started for Tampa, where he has certain information of some whites tampering with the Indians. The instructions of Gen. Macomb are, "that the Indians are to abide by the Treaty of Payne's Landing."

From Fort Pierce, 1st May, letters inform us that 22 of Capt. Bryant's company, 2d Dragoons, have joined Col. Harney, armed with "Colt's rifle." In the hands of such men, and with such an officer, we may expect a good account, should one occur, of the enemy.

The names of the persons murdered by the Indians near Newnansville are Perrine, Stout, and Ellis. Young Hagan was killed by his horse throwing him against a tree, when the Indians horribly mutilated his body with knives. Thus have four more of our citizens been murdered whilst the white flag is waving throughout the country.—*St. Augustine News*.

BATTLE OF O-KEE-CHO-BEE.

In our last number it was announced that the remains of Gen. GENTRY, Capt. VAN SWEARINGEN, Lieuts. BROOKE and CENTER, had been conveyed to St. Louis, and were to be interred with military honors. The following accounts of the obsequies are copied from the *St. Louis Republican* of the 6th 7th, and 8th instant.

From the St. Louis Republican, May 6.

Brigadier Gen. ATKINSON, of the United States army, most respectfully announces to the citizens of St. Louis, and the officers of the army and militia, residing and stationed here, that he has received from Florida the remains of Major Gen. GENTRY, of the Missouri militia, and Colonel of the Florida volunteers, and of Captain VAN SWEARINGEN, and Lieuts. BROOKE and CENTER, of the 6th regiment U. S. infantry, who fell in the battle of Okee Chobee, against the Seminole Indians, on the 25th of December, 1837; and that it is intended to render funeral honors to the gallant and meritorious dead, on Tuesday, the 7th instant, under the following order and arrangement: The coffin, containing the remains, will be carried to the Episcopal church, on Fifth street, and at half past 2 P. M., the funeral service will be commenced by the Rev. clergy. After the ceremony is over, the coffin will be taken by pall-bearers, of officers of the U. S. army, and of the Missouri militia, to the front of the church, where it will be received with military honors, by Captain Easton's company of Grays, who have volunteered to act as an escort on the occasion. A procession

will then be formed by the Marshal of the day, Gen. Ruland, and, preceded by an escort, the remains, the clergy, and mourning friends, will proceed up Fifth street to Olive, down Olive street to Fourth street, up Fourth street to Green street, down Green street to Second street, and thence down Second street to the southern limits of the city, where the procession will end, and the remains be delivered over to an escort of U. S. troops, to be carried to Jefferson Barracks, where they will, on a proper occasion, be interred with suitable military honors. All organized companies and societies, without further notice, and all citizens, are most respectfully invited to attend.

St. Louis, May 6, 1839.

From the same, May 7.

HONOR TO THE REMAINS

Of Major Gen. GENTRY, Missouri Volunteers, Capt. VAN SWEARINGEN, and Lieuts. BROOKE and CENTER, 6th regiment U. S. infantry, who fell at the battle of O-kee-cho-bee, Florida.

ORDER OF PROCESSION.

Music.

St. Louis Grays.

Pall bearers. **REMAINS.** Pall bearers.

Clergy.

Officers of the United States army.

Officers of the Militia of the State of Missouri.

Mourners.

Different Societies as they arrive on the ground.

Mayor and Common Council of the city.

City Officers.

Civil Officers of the State of Missouri.

United States Civil Officers.

Citizens in carriages.

Citizens on horseback.

Citizens on foot.

On leaving the church, the procession will proceed under the direction of the Marshal and assistants, up Fifth street to Olive, down Olive to Fourth street, up Fourth street to Green street, down Green street to Second street, and thence down Second street to the southern limits of the city, where the procession will end, and the remains be delivered over to an escort of U. S. troops to be carried to Jefferson Barracks.

JOHN RULAND, *Marshal.*

MERIWETHER LEWIS CLARK, } *Ass't Marshals.*
CHARLES KEEMLE, }

From the same, May 8.

Yesterday, the last solemn rites were paid to the remains of Col. GENTRY, of the Missouri volunteers, Capt. VAN SWEARINGEN, Lieuts. BROOKE and CENTER, of the United States army. At two, the coffin was conveyed to Christ's church. Soon after the bell tolled, and an immense concourse of persons assembled. The spacious church was crowded, and many were unable to gain admission. The solemn service of the Episcopal Church was then gone through with, the choir singing several anthems, and an appropriate address was delivered by the Rev. Mr. HEYER. After a solemn dirge by the band from the Barracks, the coffin was removed to the hearse, passing in front of the St. Louis Grays, who received it with appropriate honors—the U. States and militia officers acting as pall bearers. A procession was then formed: the Grays, preceded by the U. S. band, in advance of the hearse; then the officers of the U. S. army, and militia officers; next the Hibernian Society, with their badges; the Mayor and City Authorities, carriages, horsemen and citizens in the rear. The whole procession reached through several squares. At the city limits, the hearse was taken charge of by the U. S. troops and conveyed to Jefferson Barracks. Peace to their ashes—honor to their memories.

The efficient services of Capt. J. A. J. BRADFORD, of the army, in advancing the completion of the great Arsenal of Construction for the South, at Fayetteville, have induced the citizens of that place to offer him a public dinner, which he has modestly declined.

COMMODORE ELLIOTT.

It is said that since the commencement of the sittings of the Court of Inquiry in the case of Com. Elliott, that this officer has *protested* against the proceedings of the Court, on the ground that the charges were not preferred against him in time, or as we would say, in civil matters, that they were barred by the statute of limitations. The Court received the protest, but over ruled the objection, and proceeded with the investigation.—*Alexandria Gazette*.

Attention is due to the following matter concerning Commodore Elliott, with which we are favored from a proper source. Editors who have promulged the charge which our correspondent shows to be unfounded, should do the accused the justice to correct the error. Public opinion in his case, whether right or wrong, needs no further stimulant to his prejudice.—*National Gazette*.

COMMODORE ELLIOTT.—A statement has been published in the *Alexandria Gazette*, that Commodore Elliott has, in the pending inquiry, endeavored to avail himself of technical grounds, to avoid an inquiry into his conduct. This statement is entirely unfounded. The following is a copy of the paper presented by Com. Elliott to the Court.

"The precept, convening the Court of Enquiry in this case, authorises them to enquire into specific complaints and charges preferred and exhibited against Captain Jesse D. Elliott, which are set forth, *and also to enquire into the official conduct generally of the said Captain Jesse D. Elliott, while commanding the U. S. Naval forces in the Mediterranean Sea, in the years 1835, 1836, 1837, 1838.*' The letter of the Secretary of the Navy, of the 22d April, 1839, extends this enquiry to 'his conduct while commanding the Constitution in Hampton Roads.'

"With great respect for the authority from which the order organizing the Court emanated, and a proper diffidence in his own judgment, Capt. Elliott states that this general form of enquiry is not in accordance with precedent or authority: *but he distinctly waives any objection thereto, and desires that every ground of complaint may be fully enquired into.* In order, however, to prepare for his defence, he requests a specification of the charges and complaints intended to be exhibited and preferred against him, under the general clause above quoted, as well as the names of the accusers (if any) and of the witnesses intended to be respectively examined upon said charges."

When the paper was presented, the Judge Advocate stated that he could not give any specification of the charges. That it was a general inquiry into the official conduct of Com. Elliott, and that every ground of complaint must be inquired into, as it should be elicited from the witnesses in the course of examination. The court then said that if the Judge Advocate could employ with the request of Com. Elliott, it would be a great convenience to all concerned and promote economy of both time and expense: but as the Judge Advocate could not, from the nature of the inquiry, comply with the request, the Court would give Com. Elliott ample time to prepare for his defence. The President of the Court wished Com. Elliott to file the first part of the above paper relative to the form of inquiry, in order that the attention of the Navy Department might be called to its peculiar character; but Com. Elliott, fearing that the nature of the paper might be misunderstood, if but a part of it were published, declined; and at the suggestion of the Court, with the concurrence of the Judge Advocate, the whole paper was withdrawn.

So far is this charge from being well founded, Com. Elliott wished his whole life to be enquired into, and had in attendance upon the Court, witnesses summoned at his request to give testimony relative to the affair of Lake Erie, which the Court discharged on the ground that all matter was precluded which was not included in the order of the Department convening the Court.

It may be proper here to state that all Courts of Inquiry, heretofore, have been called to enquire into the conduct of the accused on specific charges stated with precision as to time and place, or into a specific and insulated transaction, such as the loss of a ship—the failure of an expedition; and that there is no instance of an inquiry like this of Com. Elliott, which is inquisitorial, into his whole conduct during a cruise of four years, and searching into all his relations, public and private. To all which, Com. Elliott makes no objection, and will cheerfully abide the result.

From the *Boston Gazette*.

MARINE INSPECTION OFFICE, }
Boston, May 8. }

MESSRS. EDITORS: The following list of vessels reported since the first of January last, have been totally wrecked, viz:

Ships,	13	English,	1 ship.
Barques,	3	"	5 brigs&schrs
Brigs,	38	Bremen,	1 brig.
Schooners,	35	French,	2 ships.
Steamboats,	3	American,	83
	92		92

BY THE EXPRESS MAIL.

From the *Louisianian*, May 15.

FROM TEXAS.—By the steamer Columbia, Capt. Windle, arrived last night, 36 hours from Galveston, we received our Texas papers.

The French frigate Nereide, steamship Phœton, and brig of war Cuirassier, arrived off Galveston on the 7th, and on the 9th were lying in the harbor of that port. They form part of the blockading squadron from Vera Cruz. Admiral Baudin landed at Velasco, and immediately proceeded to Houston by land.

The President arrived at Galveston on the 7th, and visited, together with a large number of citizens, the French vessels lying in the harbor. Salutes were fired by the French fleet, and returned by the steam frigate Zavala, the fort and navy yard.

BUENOS AYRES, March 2.—The anniversary of Washington's birth-day was kept up with considerable spirit this year in Buenos Ayres. In addition to the observances noticed in our last, the band of one of the regiments of the garrison, attended on the evening of the 22d ult. in the court yard of Mr. Palmer's Hotel, in the Calle dal 25 de Mayo, and performed until long after midnight. Their performances, we hear, gave infinite satisfaction to the officers of the United States Navy, resident in the Hotel.

TEXIAN NAVY.—We learn that Lieut. EDWIN W. MOORE, late of the U. S. Navy, has accepted the situation offered him by the Texan Government as Commander-in-Chief of the Texan Navy. This appointment is spoken of, by those who have intimate personal knowledge of Lieut. Moore, as a most excellent one.—*Alexandria Gazette*.

MISCELLANY.

PRIVATE EXPLORING EXPEDITION.

Correspondence of the *N. Y. Courier and Enquirer*.

RIO JANEIRO, March 9, 1839.—Nothing has been heard here from the national exploring expedition since their departure from this port. The brig Me-

dina, Capt. Elijah Hallet, arrived here on the 7th inst., direct from South Georgia, in a passage of 17 days, being one of three vessels fitted out by Mr. Burrows of your city to survey the southern frozen ocean, and the result confers great honor on the American flag. Mr. B. sailed from this port in the Medina during the month of June last, and at the Falkland islands was joined by two other of his vessels, the brig Oceola, Capt. L. S. Hallet, and schr. Mary Jane, Capt. Parsons. With this little fleet, three in number, he made sail from those islands for the frozen seas, and five days after fell in with a field of icebergs twenty five miles in length, and 300 feet high, the whole presenting the same uniform and level appearance as a sheet of new made ice.

They found large bays and good harbors around the iceberg, but no anchorage except by fastening to the ice. The outer edge of the ice was on all sides perpendicular cliffs about 300 feet high, and so similar to the appearance of many shores, particularly the chalky cliffs of England, that it would only be known as ice from the thermometer, or by approaching very near. At this place the Oceola, Captain R. S. Hallet was separated from the other vessels, and did not again join them until they reached South Georgia. The Medina and Mary Jane the next day after this re-discovered the Aurora islands, six in number, and Mr. Burrows took five different drawings of them. This discovery is most gratifying and astonishing. The islands were discovered and described about 80 years since by the ship San Miguel, and since that have been stricken from the charts, and said not to exist. About 40 years ago the Spanish Government dispatched the sloop of war Atrivida to survey these islands, and the officers of this ship actually surveyed icebergs and placed them on the charts as the Aurora islands. Soon after this, several of the most distinguished navigators, among the number Capt. Waddell of the British navy, cruised over the ground in all directions, and unanimously agreed that they did not exist. They have been accordingly expunged from the latest English and American charts, but must be again restored through the enterprise of the yankee spirit. The islands are six in number, about 300 feet high, running north and south for the distance, say 2½ miles, without any ship passage between them. They are in lat. 52° 22', lon. 44° 18' W., and 26 miles north of the Shag Rocks, which doubtless form a part of the same ridge of mountains. I have not been able to send you a drawing of their appearance. These islands lying in the track that vessels are often driven to when bound round Cape Horn, makes the replacing them on the charts a valuable acquisition to those who navigate those seas; and it is now believed that the Spanish 74, which sailed for the Pacific ocean, with about 800 souls, and never heard from, was wrecked on these islands. I have been anxious, as an American, to learn all the inducements that led Mr. B. to undertake this desperate and dangerous adventure. From the best information I can derive, I believe he was induced from the most laudable of motives, hoping to rescue his friends and countrymen from a frozen world. It appears that a few years since his neighbor and townsman in Connecticut, Capt. Johnson, after consulting with Mr. B., and communicating to him his views, sailed from the port of New York, bound into the Antarctic seas. Capt. J. was heard from in a high latitude, going south, since which no information has been had of him. Mr. B. knowing the course he intended to take, thought there was a possibility of rescuing his friend, and, like Capt. Back in search of Capt. Ross, reached into the icy world, apparently regardless of the fate that awaited him. He did not find any positive knowledge of Capt. Johnson, but he found eight wrecked vessels, and a house built from a wreck fitted for a winter's residence; he also found several

graves, and one body not interred. For about six months no labor, toil, nor suffering was spared, and I learn from Capt. Hallet that the fatigues, exertions, and dangers Mr. B. encountered were astonishing. He was shipwrecked on an iceberg, five miles from Georgia, and by a miracle was rescued by another boat that was driven by an accident to the spot where he was. For three days he had, with his boat's crew been on this iceberg, being without food. His health, however, appears better than when he went south. We all wish him a happy return to his country, with the rich reward his toil and industry merit, and a long enjoyment with his friends in North America; and can only say, if the same zeal animates the national expedition, and all on board, that has this individual undertaking, a great triumph is in store for our country.

I am, sir, with great respect, &c., yours truly,
J. G.

A NEW ISLAND.—The Baltimore Patriot has a letter from Valparaiso, dated February 26th, which has the following:

"By an arrival here a few days since of a French merchant barque, we have been thrown into quite an excitement by a report which they make of the abrupt appearance of an island quite near them, a day or two previous to their entrance into port. It is said to be in lat. 33 20 S., lon. 76 30 W. The story of the Captain is, that sailing along with the wind free, he was astonished to see a considerable motion of the water immediately under his lee, and in a moment afterwards an island springing up from the spot, which in a few moments afterwards divided into three parts, tumbling over and forming quite a long island. A French ship of war left a day or two afterwards for the purpose of surveying it, but has not yet returned; and a Chilean transport from Peru, which brought the news of the battle, was near being lost upon it. Its situation from this place is about W.S.W., distance 250 miles, and in the direct track of vessels coming from the northwest.

"The friends of Lieut. Cutting, of the U. S. navy, (on the Pacific station,) will learn with pleasure that his trial by a court martial on four charges and five specifications, preferred against him by Capt. Clack, of the Lexington sloop of war, has resulted in an 'honorable acquittal on all the charges and specifications.'"

From the N. Y. Journal of Commerce.

AMERICAN SEAMEN'S FRIEND SOCIETY.—The annual meeting was held on Monday evening. Receipts of the year, \$12,653 11. The expenditures being a little less than during the previous year, the Society has been able to reduce its indebtedness somewhat, and hopes in a few months to liquidate all the claims that exist against it. The Society has a seaman's chaplain at Havre, another at Honolulu, (Sandwich islands,) another at New Orleans, and aids in supporting chaplains in various other places. Towards the support of the Rev. James Penny, at Calcutta, it contributed last year, \$400. The remainder of his expenses were paid by the Calcutta Seamen's Friend Society. In one shape or another, the Society has aided in imparting religious instruction to seamen during the past year in fifteen different ports. No chaplain has yet been appointed to the Canton (China) Station since the death of Rev. Mr. Stevens, for lack of funds. The same cause has very much restricted its operations in other places, compared with what it would wish to do, and with what we must say the Christian community ought to enable it to do.

SAILORS' BOARDING HOUSES.—The first effort (says the report) to establish a boarding house for sailors of a suitable character, was made in Charleston, S. C., as much as twelve years ago. That house is still continued. A similar effort was made

in Portland, Maine, some six or seven years since, and has proved successful. The experiment has also been tried with success in Boston, where a large dwelling was purchased at an expense of \$12,000. In Providence, R. I., in Baltimore, and in Philadelphia, good boarding houses have been established. In the city of New York the experiment has been most triumphantly tested. One house was established here in November, 1837, and a second in 1838. These two houses will accommodate about 120 men at one time, and since their establishment they have proved the temporary home of 2,300 men. Of these, 120 have deposited their earnings in the Savings Bank, and the total amount of such deposits is at this time \$3,300. With the exception of the rent, the expenses of the houses have been paid from the income.

SAILOR'S HOME.—By this name we have been accustomed to bring into view a purchase made some years ago, of a lot of ground in the city of New York, on which ultimately to erect a building, where the seat of all the operations for the benefit of sailors in this city might be brought together, much to the advantage of the whole. One third of the purchase money has been paid, and the property is mortgaged as security for the remainder. The rent of the old buildings now standing on the lot is about sufficient to pay the interest of the balance now due. The Society has not yet been able to clear off the incumbrance, and erect the building.

SEAMEN'S FRIEND SOCIETY IN CHINA.—A Seamen's Friend Society was formed at Canton, China, on the 3d of January. Rev. Mr. Bridgeman, (Am. Missionary,) and Messrs. Turner, J. Matheson, Leslie, Wetmore, How, Low, King, and Tiedman, constitute the Board of Managers. They were instructed to notify the British and Foreign Sailors' Society, the American Seamen's Friend Society, &c. &c., of the formation of this association, and to transmit to them along with copies of the constitution, assurances of their best support in any measures they may take (especially by the mission of chaplains) in behalf of the seamen coming within the Chinese waters.—*N. Y. Journal of Commerce.*

RIGHTS OF FOREIGN SEAMEN.—UNITED STATES DISTRICT COURT, May 10.—The examination of John Tyler, master of the brig *Sea Flower*, which vessel sailed in the latter part of last year from Wilmington, N. C., for Demerara and a market, charged with leaving one of his seamen at a foreign port against his will, was had in this Court at an early hour yesterday morning.

It was a complaint founded upon the 10th section of the act of March, 1835, making it a penal offence for the master of a vessel to abandon a seaman in a foreign port, the voyage being incomplete, against the will of the seaman.

It appeared that a seaman, named John Doyle, shipped at Demerara for New York, as the witness understood, whence the vessel set sail and touched at St Thomas, and thence at Ponce, Porto Rico. There Doyle went on shore, and just as the vessel was getting under weigh he came along side in a boat, and requested to be taken on board. The captain called him a lazy lubber, and told him he should never come on board unless he did so in irons, and that he would drive him back if he should make the attempt. The vessel then set sail without him.

Mr. Hamilton appeared for the Captain, and contended that the accusation could not be sustained in a criminal court, and that if he was in any way liable, it was in the forfeiture of a bond for \$400, which all masters of vessels are bound to give for the safe return of any seaman sailing with them from any port in the United States. In this particular case he was not liable even under the rule of law, as the seaman (Doyle) had not been shipped in any part of the United States.

The District Attorney contended that under the law this was a substantive offence, as the man was forced on shore against his will. In support of this opinion he quoted Judge Story's remarks in a decision made in the case of the whale ship *Fabius*, where a seaman named Daniels had been put on shore at the Sandwich Islands. The Judge remarked, that so long as we employ foreigners in our service, and make them amenable to our laws in cases of offences committed against them, they were consequently fully entitled to their protection.

Mr. Hamilton, in reply said that this case was not applicable, inasmuch as the law under which this complaint was sought to be entertained, stated distinctly that the offence related to cases where the vessel was owned in whole or in part by American citizens, which required them to bring back a return of the men taken out on the voyage.

The District Attorney replied.

The Court said that it was necessary to prove that the seaman had been carried out from the United States, and also that the vessel was owned in whole or in part by its citizens. The offence, if any, had been committed under the clause of "refusal to bring home again," and this could not apply to persons who had not been taken from "here." If this man had been shipped at Demerara for the United States and then left at an intermediate port, the Captain was liable to a civil suit at the instance of the seaman, and that in this view only had the accused rendered himself amenable to the laws.

Captain Tyler was then ordered to be, and was, discharged.—*New York Times.*

THE FLAG OF THE FREE.—Sundry years ago, we ventured to proclaim the fact, upon authority, however, which then was somewhat traditional, that a Nantucket ship was the first to display the stars and stripes of our national bunting in the waters of Great Britain, after the revolutionary war. We have now the means of proving this assertion, by evidence that will doubtless be received as authentic—and thus establishing firmly in the cap of one of our island predecessors, the feather which was less confidently planted there whilom. A friend yesterday gave us the annexed scrap, cut from a London periodical published in 1783—since when, although "the thirteen stripes" are retained as originally placed upon our banner, the field of our firmament has been essentially enlarged, and the stars therein more than doubled in number. The circumstance here recorded evinces one trait at least in the character of our "ancient marineres," viz. that however backward they might have been in "beating the bush," they were sufficiently forward in "catching the bird."—*Nantucket Inquirer.*

THE THIRTEEN STRIPES.—The ship *Bedford*, capt. Moores, belonging to Massachusetts, arrived in the Downs the 3d of February, passed Gravesend the 4th, and was reported at the custom house the 6th instant. She was not allowed regular entry until some consultation had taken place between the commissioners of the customs and the lords of council, on account of the many acts of parliament yet in force against the rebels in America. She is loaded with 487 butts of whale oil, is American built, manned wholly by American seamen, wears the rebel colours, and belongs to the Island of Nantucket, in Massachusetts. This is the first vessel which displayed the thirteen rebellious stripes of America in any British port. The vessel is at Horsledown, a little below the Tower, and is intended immediately to return to New England.

THE SOCIETY ISLANDS.—Galignani's Paris Messenger contains the following article of intelligence: "A letter from Otaheite, dated 30th Aug., announces the arrival at that island, of the French frigate, the *Venus*, Capt. Dupetit Thouars, which left Brest

on December 29, 1836, on a voyage of discovery. The crew and officers were all well. The captain, on being informed of the forcible expulsion of the French Catholic Missionaries, by the Queen of this island, at the instance of the English missionaries, sent a message to her, signifying that if this insult to the French nation was not acknowledged by a letter of excuses to the King of the French, attended by a salute of twenty-one guns, and the payment of an indemnification of 10,000 francs, he would take possession of the island. In the evening these terms were complied with—the letter required was sent, together with money, by the chief missionary, and the salute was given next morning. The *Venus* then sailed for Sydney to re-victual."

ARMY.

OFFICIAL.

GENERAL
ORDERS,
No. 28.

WAR DEPARTMENT.
ADJUTANT GENERAL'S OFFICE,
Washington, May 20, 1839.

With a view to the better instruction of the troops, and improvement of the discipline of the army, such portions of the regiments of Dragoons, Artillery, and Infantry as may be withdrawn from their stations without detriment to other interests of the service, will be concentrated during the summer months at some convenient point best calculated for a camp of instruction.

The arduous and desultory service in which the troops have been so long engaged; the unavoidable dismemberment of the regiments, and separation of so many officers from duty in the line while employed on other service, could hardly fail greatly to impair the "*esprit du corps*" of the army, as well as its discipline and efficiency. These must be restored, and every proper effort speedily made to place the service on a foundation which will ensure its steady and uniform advancement.

The occasional concentration of companies of the same regiment, and the bringing together troops of different arms, where all the duties of the officer and soldier of the several corps of the army may be strictly and systematically performed, from the school of the company to the evolutions of the line, are necessary steps to be taken to effect this desirable amelioration.

Major General SCOTT is charged with the formation and direction of the proposed camp of instruction, the immediate command of which will be assigned to such officer as he may designate. In choosing a position for the camp, regard will be had to health, cheapness, and facility of transportation, both of troops and supplies.

The rules and regulations, and established systems for each arm of service will be punctually observed and strictly practised; and no other than the prescribed military dress will be worn.

All necessary supplies and transportation will be promptly furnished by the respective departments of the staff, and two officers of each branch of that service will be ordered without delay to report to Major Gen. Scott, for duty at the camp of instruction.

BY ORDER OF THE SECRETARY OF WAR:

R. JONES, *Adj't. Gen.*

ARMY REGISTER.

FIRST REGIMENT OF INFANTRY.

Colonel.	DUTY OR STATION.
Zach. Taylor,	Commanding army in Florida
<i>Lieutenant Colonel.</i>	
Wm. Davenport,	Com'g reg't. H. Q. Fort Hook.
<i>Major.</i>	
John Garland,	Washington
<i>Captains.</i>	
Wm. R. Jouett,	Fort Hook, Florida
Thomas Barker,	Fort Fanning, Florida
Samuel McRee,	A. Q. M. Fort Marion
William Day,	Fort Macomb, M. Florida
J. J. Abercrombie,	On Emigrating duty
A. S. Miller,	Fort Henderson, Ga.
Electus Backus,	Fort Heileman
Osborne Cross,	A. Q. M. Baton Rouge, La.
Joseph H. Lamotte,	Fort Floyd, Ga.
Enos G. Mitchell,	Fort Roger Jones, E. F.
<i>First Lieutenants.</i>	
J. R. B. Gardenier,	St. Augustine

Sidney Burbank, Ass't Inst'r. Tactics, West Point
Seth Eastman, Ass't Teacher Drawing, W. Point.
Wm. H. Storer, Fort Heileman
George H. Pegram, A. D. C. to Maj. Gen. Scott
S. M. Plummer, Fort Hook
John M. Scott, On leave (sick)
James McAlister, Fort Fanning, Florida
John H. King, Fort Macomb, M. F.
Robert S. Granger, Fort Stansbury

Second Lieutenants.

Alex. W. Reynolds, Fort Fanning, Florida
F. S. Mumford, Fort Heileman
Wm. E. Prince, Fort Floyd, Ga.
S. E. Muse, Fort Henderson
G. W. T. Wood, Fort Cross, E. F.
Ferdinand Cox, Fort Marion
F. H. Masten, Fort Wacassassa, Florida
W. W. Pew, Fort Roger Jones

MILITARY INTELLIGENCE.

CAMP OF INSTRUCTION—Capt. Ringgold's company of horse artillery will take up the line of march for the camp of instruction, near Trenton, N. J. so as to reach the ground by the 5th June.

The detachment of instructed dragoon recruits (mounted and equipped) under the command of Captain Summer, will take up its line of march for the camp, so as to reach it on the 10th June.

Capt. P. St. George Cooke, 1st dragoons, and Capt. B. L. Beall, 2d dragoons, ordered to Carlisle Barracks for temporary duty.

NAVY.

ORDERS.

May 15—P. Mid. S. W. Wilkinson, leave for two months, then to report for duty at Pensacola yard.

Passed Ass't Surgeon Lewis Wolfley, Naval Asylum, Philadelphia, vice Ass't Sur. Victor L. Godon, transferred to the navy yard.

Lieut. George M. Bache, coast survey, under command of Lieut. T. R. Gedney.

Gunner Jacob Carpenter, Rec'g ship, Boston.

17—Mid. A. H. Cass, leave for three months, having returned from the West Indies on sick ticket.

18—Lt. John K. Mitchell, Rec'g ship, New York.

Lt. Stephen Johnston relieved from Rec'g ship, New York, and granted leave for three months.

20—Captain Wm. C. Bolton, to command the frigate *Brandywine*.

RESIGNATION.

May 15—Acting Mid. Hamilton Godman.

APPOINTMENT.

May 18—John Freeman, Acting Master, and ordered to navy yard, Norfolk.

U. S. VESSELS OF WAR REPORTED.

WEST INDIA SQUADRON—Frigate *Macedonian*, Capt. Kennon, bearing the broad pendant of Commo. Shubrick, arrived at Vera Cruz, April 22.

BRAZIL SQUADRON—Ships *Independence*, Commo. Nicolson, and *Fairfield*, Lieut. Com'dt. E. G. Tilton, at Montevideo, March 21—all well.

Brig *Dolphin*, Lt. Com'dt. Mackenzie, arrived at New York, on Friday last, from Montevideo, via Rio Janeiro, Bahia, and Pernambuco—22 days from the last.

Officers: *Lieut. Commanding*, A. SLIDELL MACKENZIE; *Lieuts.* Francis Huger, Wm. W. Bleecker, John Rodgers, (acting); *Purser* A. E. Watson; *Assistant Surgeon* James M. Minor; *P. Midshipman*, Charles E. L. Griffin.

Packet brig *Consort*, Lieut. Com'dt Gardner, arrived at N. York, on Wednesday, 15th inst., in 21 days from New Orleans.

DEATHS.

In Tallahassee, on the 7th instant, Mr. L. W. CARROLL, in the 32d year of his age, a native of New York, and acting clerk for Major MAPES, the Paymaster for Florida.

At the Magazine, Charleston Neck, on the 11th inst., of consumption, JAMES LEDDY, a Corporal of the Magazine and Citadel Guard. He was born in the county of Cavan, Parish of Drumlane, Ireland, and formerly of the U. S. army.

MILITARY AND NAVAL SERVICE.—Just imported direct from London, and this day received for sale by F. TAYLOR, Bookseller, Washington, the following new works on Naval and Military Science, most of which contain many engravings:

Naval Routine, by Lt. Fordyce, Royal Navy, 1 vol
 Military Surveying, Reconnaissance, &c. by Major Basil Jackson, Royal Staff corps
 Modern Fortification, by Lt. Col. Humphrey, Royal Artillery, 1 vol
 Wellington's Despatches, 12 vols
 The Constitution and Practice of Courts Martial, by Capt. Simmons, Royal Artillery
 Glascock's Naval Officer's Manual, 2 vols
 Engineer's Pocket Book for 1839
 Transactions of the Corps of Royal Engineers, 2 vols. quarto
 Lieut. Col. Hawker on Fire Arms
 The King's Regulations and Orders for the Army
 The Manufacture and Proof of Gunpowder, by John Braddock, Commissary of Ordnance
 Griffith (Capt. Royal Navy) on Seamanship
 Tredgold on the Steam Engine and Steam Navigation, 2 vols. quarto
 Capt. Sir John Ross on Steam Navigation, as connected with naval warfare, 1 vol. quarto
 Belcher on Marine Surveying
 Robson's Marine Surveying
 Mackenzie's Marine Surveying
 British Nautical Almanac for 1842: (1843 shortly expected)
 Bruff's Engineering Field Work
 Col. Pasley (Royal Engineers) on Geometry and Plan Drawing, being the first volume of a course of military instruction
 Last edition of Clerk's Naval Tactics
 Sir Howard Douglas on Naval Gunnery
 Sir Howard Douglas on Military Bridges, &c.
 And many other valuable works of the same class, received in former importations

Also, all the new, as well as most of the known valuable standard works on Geology, Mineralogy, Engineering, Architecture, Practical Mathematics, &c. &c. both English and American, in all their various branches, all at the lowest prices.

**** Books, Stationery, Mathematical Instruments, &c. &c.** imported to order from London and Paris; also the United Service Journal and other Periodicals.

**** Daily expected, "Magrath's Progress of the Art of War," "James on Courts Martial," "Mitchell's thoughts on Tactics," &c. &c.** and what other military and naval works may have been published in the interim in England.

**** Orders by mail carefully attended to.**
 May 23—3t

A REAL CREMONA VIOLIN for sale at this office and a case with it, if required. It was manufactured by John Carol Klotz, in Mittenvald, An. 1767, may be depended upon as genuine, and is said to be well calculated for the leader of an orchestra. Terms made known on application.
 April 25—3t

CAMBOOSE IRON.

NAVY COMMISSIONERS' OFFICE, May 16, 1839.

THE Camboose Iron required by the advertisement from this office of the 8th inst., is to be delivered as follows, viz:

One-third of the quantity required for each class of vessels to be delivered by the 1st Sept. next;
 One-third by the 1st December next; and
 One-third by the 1st May, 1840.
 May 23—2t

CAMBOOSE IRON.

NAVY COMMISSIONERS' OFFICE, May 8, 1839.

PROPOSALS, sealed and endorsed, will be received at this office until 3 o'clock, p. m. of the first day of June next, for furnishing and delivering at the Navy Yard, Washington, D. C., all the Plate, Bar, and Rivet Iron necessary in the construction of twelve cambooses for sloops of war of the 1st class, and ten cambooses for

schooners; each camboose requiring the number and description of plates, bar, and rivet iron following, viz:

FOR FIRST CLASS SLOOPS OF WAR.

List of iron required for one camboose for a sloop of war of the first class.

Plates.	Long.	Wide.	Thick.	Bar Iron for one camboose.
No.	ft. in.	ft. in.	inch.	Bar. Length.
2 of 4	6	2 0	3-8	No. ft. in.
2	4 6	1 4	3-8	3 of 11 0 4 in. wide, 5-8 thick.
1	4 4	1 1	3-8	2 9 0 1 3-4 do 1-2 do
1	4 4	1 10	3-8	7 9 4 1 1-4 square.
1	4 4	0 9	3-8	2 10 0 3-4 square.
1	4 6	1 6	5-16	3 6 0 1 1-8 round.
1	3 9	1 2	5-16	H1 2 0 9 in wide, 3-4 thick.
2	2 6	1 7	1-4	H2 3 0 3 1-2 by 1 1-2
1	4 4	1 8	3-8	1 10 0 7-8 round.
1	4 4	1 3	3-8	1 6 0 1 1-2 round.
1	4 4	2 6	3-8	Corner or Flanch Iron.
2	5 1	2 1	3-8	2 9 0 4 in. wide, 1-2 thick.
2	4 8	2 1	3-8	2 9 0 3 by 3-8
1	2 9	1 8	3-8	1 7 0 4 by 3-8
1	2 9	2 0	3-8	1 5 0 4 by 3-8
1	4 6	0 7	1-4	1 5 0 4 by 1-4
2	3 2	0 7	1-4	6 9 0 4 by 3-8
1	4 2	0 1	4-16	2 8 0 4 by 1-2
1	4 6	1 2	3-8	200 pounds of round iron for rivets, 5-8 diameter.
1	5 6	2 6	1-16	

26 plates.

The plate iron should be of the best quality, rolled exact to thickness, sheared to the given size, and kept straight and level.

The bar iron, with the exception of the pieces marked H, to be rolled; the edges full and square. Those two pieces marked H, to be of hammered iron, and not rolled.

The flanch iron to be rolled, and must bear to be swaged to a right angle lengthwise, without cracking.

The whole of the bar iron to be cut to the length, and no tails or raw ends left.

FOR SCHOONERS.

List of iron required for one camboose for a schooner.

Plates.	Long.	Wide.	Thick.	Bar iron for one camboose for schooner.
No.	ft. in.	ft. in.	inch.	Bars. Long.
3	3 0	2 6	1-4	No. ft. in.
2	3 5	1 8	1-4	5 6 0 3 in wide, 3-8 thick.
2	3 3	1 8	1-4	3 7 0 3 by 3-8
1	1 8	1 5 1/2	1-4	5 7 0 3 by 1-4
1	1 8	1 2 1/2	1-4	1 5 0 3 by 1-4
1	3 0	1 1 1/2	1-4	2 6 0 2 by 1-4
1	3 0	1 0 1/2	1-4	1 5 0 1 3-4 by 3-8
1	3 1	1 0	1-4	1 6 0 1 1-4 by 3-8
1	2 6	9	1-4	4 6 4 1 inch square.
1	3 6	1 2	1-4	3 5 6 5-8 square.
1	3 4	10	1-4	2 6 6 3-4 round.
1	3 10	2 1	1-8	60 pounds of half inch round iron for rivets.
1	3 0	1 7	1-16	
1	3 0	1 7	3-8	

18 plates.

The above plate iron to be of the best quality, rolled exactly to thickness, sheared correctly to the size, and kept straight from the shears.

The bar iron to be rolled, with square edges; all the flat iron must bear to swage to a right angle lengthwise, without cracking; to be cut to the proper length, and no tails or raw ends left.

All the aforesaid camboose iron must be of American manufacture, and free from flaws, cracks, and all other defects.

On delivery, the said camboose iron will be submitted to such test as may be necessary to prove its good quality and conformity to the schedules, which will form a part of the contract, under the directions of the commanding officer of the navy yard, Washington, D. C., and must be entirely to his satisfaction, or it will be rejected, and the contractor or his agent will be required to remove it from the navy yard without delay.

Ten per centum will be withheld from the amount of each delivery made, as collateral security, in addition to the bonds to be given to secure the performance of the respective contracts, which will in no event be paid until the contracts are complied with in all respects.

Ninety per centum will be paid within thirty days after bills for the said iron shall be approved and presented to the Navy Agent.

May 9—td